AMENDMENTS TO THE CLAIMS

The following listing of claims replaces all prior versions of claims in the application.

1. (Currently Amended) A hybrid vehicle comprising:

an engine [[(E)]] having a crankshaft [[(15)]];

a transmission [[(T)]] that has an input shaft [[(16)]] joined coaxially to the crankshaft, ~~(15) and~~ an output shaft [[(17)]] disposed in parallel to the input shaft [[(16)]], a drive member provide on said input shaft, and a driven member provided on the output shaft, and is capable of changing the gear ratio between said drive member and said driven member ~~the input shaft (16) and the output shaft (17)~~;

a generator/motor [[(M1)]] that is disposed so as to surround the outer periphery of an axis [[(L)]] of the input shaft [[(16)]] at a position sandwiched between the engine [[(E)]] and the transmission [[(T)]]; and

power transmission means [[(78)]] for transmitting the driving force of the generator/motor [[(M1)]] to any position of a power transmission pathway between the output shaft [[(17)]] and a differential gear [[(19)]];

the vehicle being capable of traveling by means of either one or both of the driving force of the engine [[(E)]] and the driving force of the generator/motor [[(M1)]],

wherein the generator/motor [[(M1)]] is disposed coaxially with the axis [[(L)]], and

wherein a starter motor [[(M2)]] is joined to an end part of the input shaft [[(16)]] on a side opposite to the engine [[(E)]].

2. (Canceled)

3. (Canceled)

4. (Currently Amended) A hybrid vehicle comprising:

an engine [[(E)]] having a crankshaft [[(15)]];

a transmission [[(T)]] that has an input shaft [[(16)]] joined coaxially to the crankshaft, ~~(15) and~~ an output shaft [[(17)]] disposed in parallel to the input shaft [[(16)]], a drive member provide on said input shaft, and a driven member provided on the output shaft, and is capable of changing the gear ratio between said drive member and said driven member ~~the input shaft (16) and the output shaft (17)~~;

a generator/motor [[(M1)]] that is disposed so as to surround the outer periphery of an axis [[(L)]] of the input shaft [[(16)]] at a position sandwiched between the engine [[(E)]] and the transmission [[(T)]]; and

power transmission means [[(78)]] for transmitting the driving force of the generator/motor [[(M1)]] to any position of a power transmission pathway between the output shaft [[(17)]] and a differential gear [[(19)]];

the vehicle being capable of traveling by means of either one or both of the driving force of the engine [[(E)]] and the driving force of the generator/motor [[(M1)]],

wherein the generator/motor [[(M1)]] is disposed coaxially with the axis [[(L)]], and

wherein a starter motor [[(M2)]] disposed so as to surround the outer periphery of the axis [[(L)]] at a position sandwiched between the engine [[(E)]] and the transmission [[(T)]] is joined to the crankshaft [[(15)]] or the input shaft [[(16)]].

5. (New) A hybrid vehicle comprising:

an engine having a crankshaft;

a transmission that has an input shaft joined coaxially to the crankshaft, an output shaft disposed in parallel to the input shaft, a drive member provide on said input shaft, and a driven member provided on the output shaft, and is capable of changing the gear ratio between said drive member and said driven member;

a generator/motor that is disposed so as to surround the outer periphery of an axis of the input shaft at a position sandwiched between the engine and the transmission; and

power transmission means for transmitting the driving force of the generator/motor to any position of a power transmission pathway between the output shaft and a differential gear;

the vehicle being capable of traveling by means of either one or both of the driving force of the engine and the driving force of the generator/motor,

wherein the generator/motor is disposed coaxially with the axis.